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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 3

April, 1962

COMPARISON BY STATES ON GAS TAX

Twenty-two states have a higher state gas tax than Montana, while eighteen states have the same 6c state tax as our state, and ten states have smaller gas tax on gasoline.

States imposing a 5c gas tax are: Arizona, Delaware, Hawaii, Illinois, Kansas, Minnesota, Missouri, Texas and Wyoming. Massachusetts has a 5.5c tax, with the following having 6c: California, Colorado, Connecticut, District of Columbia, Idaho, Indiana, Iowa, Maryland, Michigan, Montana, Nevada, New Jersey, New Mexico, New York, North Dakota, Oregon, South Dakota, Utah and Wisconsin. Four states, Arkansas, Georgia, Oklahoma, and Vermont have a 6.5c tax. Alabama, Florida, Kentucky, Louisiana, Maine, Mississippi, Nebraska, New Hampshire, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, and West Virginia impose a 7c tax, while Washington collects 7.5c a gallon, and Alaska has an 8c per gallon state gas tax.

BLAST ON THE BEARMOUTH, or THE FIRST FLAGMAN

On Feb. 20th, 1923, at 9:40 a. m. Northern Pacific Train 256 was passing some new highway construction two and a half miles east of Bearmouth, at the same time a Mr. Gannon set off a powder blast which obtained the desired results on the construction, but also broke seventeen windows on Train 256. After some correspondence between the NP District Claim agent and Mr. John N. Eddy, Chief Engineer, and Commission Chairman George W. Lanstrum, it was established that the damage to the train was \$34.87, which sum was deducted from Mr. Gannon's salary.

PLANS PROGRESS FOR SECOND ANNUAL HIGHWAY WEEK

Plans are being finalized for Montana's participation in the second annual National Highway Week.

It is anticipated that each Division Office will be host to the public at an open house, although the date of the open house has not been set. Exhibits of equipment, and demonstration of highway designing, planning, and material testing will be shown, and we can assure those that attend that they will have a much better and thorough understanding of the great amount of preliminary work necessary before getting a new piece of highway to contract.

A dinner will be another featured event of the May 20 to 26 Highway Week. It will be held in the new Placer Hotel in Helena on the evening of May 22nd, and an outstanding speaker will give the subject of the week.

LEWIS & CLARK HIGHWAY DEDICATION SET

August 19 has been selected as the date when Idaho and Montana will join hands in the dedication of the new Lewis & Clark Highway, or Lolo Pass road extending between Missoula and Lewiston. The celebration will take place at Packers Meadows, just inside the Idaho boundary, with Governors Babcock and Smylie participating in a log cutting to mark the official opening of the new road. The new highway has generated much interest as a new routing from Montana to Idaho, Oregon and Washington. The access the new highway will provide to heretofore primitive areas, abounding in fish and game, and to millions of board feet of lumber, and heretofore undeveloped mineral deposits foretells much use for the new road.

AWARD SHEET PROJECT NO.	Amount of Bid	Bidder	Letting March 28, 1962 Address
I 90-7 (8) 387 U1 & I-IG 90-8 (12) 388 U1 Reed Point West & Reed Point East (Road) Sweetgrass County Stillwater County	\$1,004,665.33	Stanley H. Arkwright, Inc.	Billings, Mont.
I 90-7 (8) 387 U2 & I-IG 90-8 (12) 388 U3 Reed Point-West & Reed Point East (Bridge) Sweetgrass County Stillwater County	\$ 251,586.34	Strandberg & Associates	Helena, Mont.
I 90-7 (8) 387 U3 & I-IG 90-8 (12) 388 U4 Reed Point West and Reed Point East (Fence) Sweetgrass County Stillwater County	\$ 81,017.00	Clair Boulet Const. Co.	Butte, Mont.
I-IG 90-8 (12) 388 U2 Reed Point-East (Road) Stillwater County	\$1,046,792.32	Stanley H. Arkwright, Inc.	Billings, Mont.
F-FG 219 (16) U2 Missoula-Arlee (Bridge) Missoula County	\$ 61,618.24	Riklin Const. Co.	Helena, Mont.
S 259 (3) U1 Rosebud-Cartersville East (Road and Bridge) Rosebud County	\$ 418,119.38	Weaver Construction Co.	Iowa Falls, Iowa
S 290 (13) U1 Geraldine-Fort Benton (Road) Choteau County	\$ 388,571.90	S. Birch Inc. & S. Birch & Sons Cons. Co.	Great Falls, Mont.
Total for Month—\$3,472,117.36			
Total for Year—\$5,119,911.11			

SERVICE AWARDS FOR FEB. AND MARCH

Twenty-nine employees received service awards during February, with 12 having been with the department five years; six for ten years; and nine for fifteen years. Oscar Samson of Great Falls received a twenty year award, and Bob Marshall of Missoula a thirty-five year, jeweled pin. Not many with thirty-five years service, and one of the few to receive his award for thirty-five years recently was Our Boss, Fred Quinnell. He was presented his lapel pin by Governor Tim Babcock at a Monday morning Staff Meeting.

The awards for March include five five-year awards; eight ten-year awards; six fifteen-year awards. Maitland Culver and John "Avon" McCarthy of headquarters, and E. N. Sorenson of Great Falls were recipients of twenty year service pins, while Bill Eiker of Glendive, Stephen Tursich and Ace Kindrick of Helena, and Thomas White of Missoula received pins for twenty-five years of service. Earl Dalberg of Missoula, and S. D. Larson of Helena were presented recognition for thirty-five years of service to the Department, and to the State of Montana.

SAFETY SCHOOL

Safety Director, Clint Fulkerson has announced that a class in first aid will be offered to employees in the White Sulphur Springs area from April 16. Classes will be conducted by the Industrial Accident Board, and last for 2½ hours each night leading to a first aid certificate. The class will be conducted 10 evenings.

WHY STRAIN YOUR BACK?

So far this year, strains and sprains are leading the list of personal injuries.

If everyone would study and remember six rules, we could cut this down tremendously. Take a moment to think before you lift.

1. Make sure you have solid footing.

A lot of back strains result from losing your balance.

2. Bend your legs and keep your back straight. Your legs, not your back should do the lifting.

3. Grasp the load firmly.

A sudden shift in the load may throw the weight on your back and result in a strain.

4. Take a deep breath while lifting.

This results in tense muscles and helps avoid strain.

5. Carry the load close to you.

It's easier to keep your balance, and you distribute the weight over your whole body evenly.

6. If the object is too heavy to handle by yourself, get help.

REMEMBER, it's *your* back, and you only have one to last you a lifetime—take care of it, the pain you suffer is yours alone.

A LOT OF DIRT

Records compiled by the Construction Division show the many items that go into making up a highway contract, along with the totals bid on the item, and the yearly average for each item.

We find that a total of 22,692,482 cubic yards of unclassified excavation were bid on during 1961 for a total price of \$7,310,507, and an average price of 0.322 per cubic yard. Over 400 single items were included in contracts awarded last year.

EMPLOYEE LOYALTY

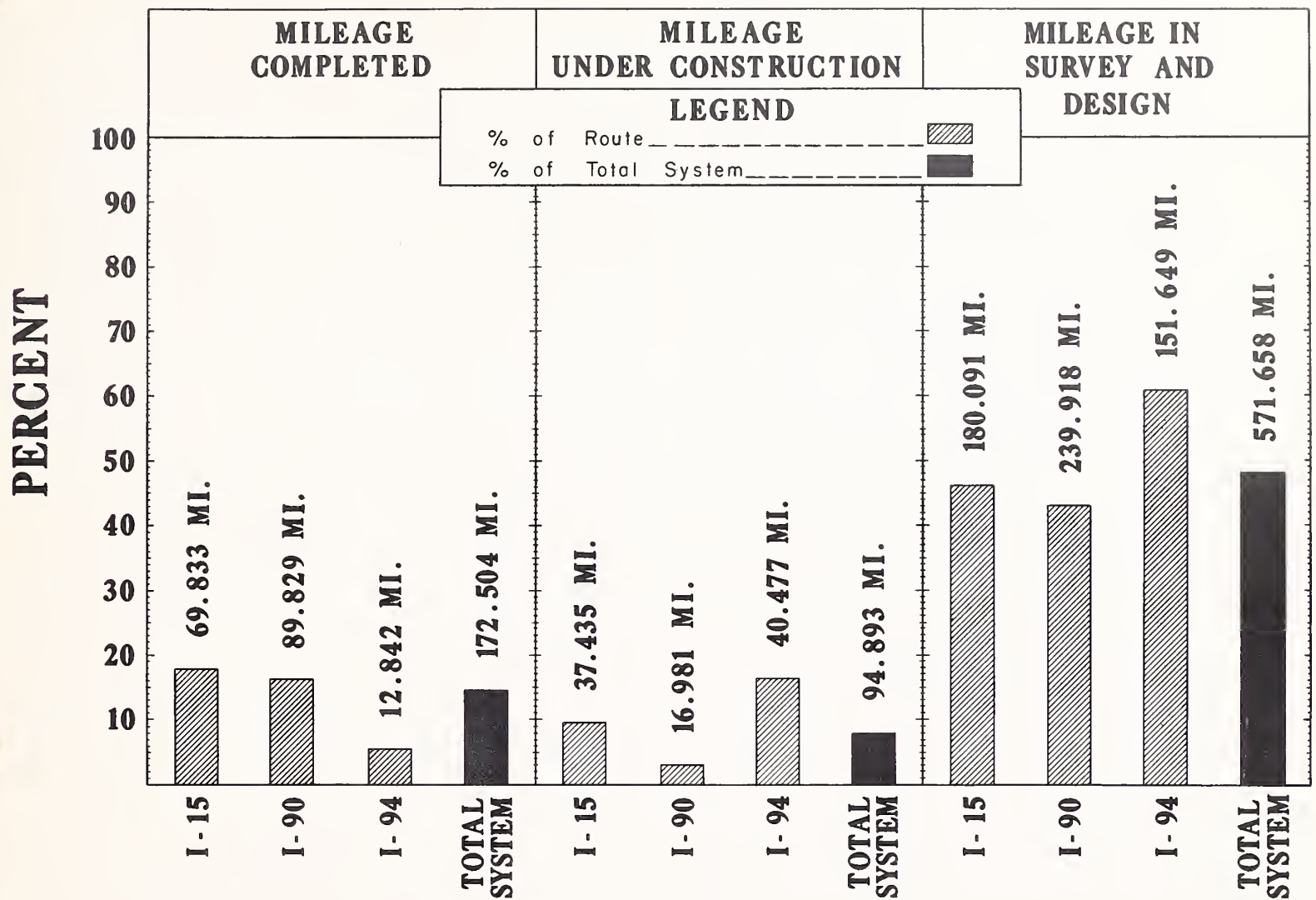
Training-in-Service Department

It could be said that employee loyalty is performance which gives more than enough of time, energy, talents, judgment, ideas and moral courage than is expected, to the man who pays his wages.

Too often, people judge another persons loyalty in terms of behavior, which may not have anything to do with the above definition. If a person

(Continued on page 3)

STATUS OF MONTANA'S INTERSTATE SYSTEM AS OF MARCH 1962



STATUS OF MONTANA'S INTERSTATE SYSTEM

The above chart shows the number of miles of our Interstate System which are completed, under construction or are in the design and

survey stage. The totals are broken down according to routes. Included in the totals are several sections of completed highway, built to Interstate Standards, but needing some work yet to complete them.

TRAINING-IN-SERVICE (Continued from page 2)

feels he has been badly treated, has an honest gripe or is reluctant to accept a situation which to him does not make sense, he may be acting on his own principles and beliefs and above all, *he may be right*. He certainly has more on the ball than the employee who accepts any change or condition without discussion, because he does not want to hurt the boss' feelings. However, the boss is still the boss and when he has made a decision or issued a directive concerning these matters, it is up to the employee to carry them out.

It is the boss' job to provide an atmosphere which makes the employee proud of the department. On the other side of the page, the boss must have a pretty good idea of just what loyalty he has a right to expect. Basically, he has a right to expect employee loyalty in the following areas:

1. Give a fair day's work, in both output and quality.
2. Add to and help along a friendly and harmonious relationship with others.
3. Respect and carry out departmental policies and superiors orders.

(Continued on page 4)

TRAINING-IN-SERVICE (Continued from page 3)

4. Accept constructive criticism and try to improve performance without resentment.
5. Stick up for his outfit in the business world, the community and personal contacts.
6. Understand and respect channels of authority and responsibility.

A good employee will place a certain value on his own time, talents and special abilities and energy. He usually considers these, together with his contribution to the department's objectives, against the value the boss places on them. The only real way he can look this value in the face is by also taking a hard look at the departments policies or matters affecting his work and well being.

NEWS FROM THE DIVISIONS

GREAT FALLS

It's a girl! Project Engineer and Mrs. Dale D. Moore have named the young-un Beth Marie. Our congratulations to you both.

R/W Agent Jack McDonald is back to work after a two-weeks absence. Jack had the misfortune of contracting, of all things, chicken pox. His only comment, "As hard as this hit me, I'm lucky it wasn't mumps, they're going around too."

The Right-of-Way section continues to expand. Newest member is Asst. R/W Agent Lowell Meyers from Choteau. The personnel complement of this section now totals 13 members.

Considerable interest has developed in the Great Falls area over the forthcoming statewide Bowling Tournament to be held in Helena. Great Falls definitely will be represented. Of possible interest to other keggers, District Engineer Ben B. Briscoe recently rolled the weekly high for the city, a 259.

Getting real serious about their work this season is Bud King Construction Co. and McLaughlin, Inc. contractors on Seiben North & South. Last week they worked three 8-hr. daily

If the boss places a value on these factors comparable to the value the employee places on them, the loyalty of the normal employee should give no concern.

BOWLING TOURNAMENT

Only twenty-eight teams entered the 1st Annual Montana Highway Department Bowling Tournament, and word from the alleys advises us that a severe spring storm failed to deter the entrants on April 6 and 7. Besides some fine bowling, fellows had a chance to renew acquaintances, and reminisce as teams from all four corners of the state got together for the event.

Leaders in the team event after the first go-round are Highway Local 243 of Miles City. Doubles leaders are Brown and Strong of Miles City, while Campbell of Billings is out in front in the singles. He also leads in the all-events.

shifts for a total of one eighteen 8-hr. weekly shifts. A job can change appearances a lot in one week with shifts like that.

Condolences of the Great Falls Division go to the Jack Rigg's family. Jack's mother recently passed away in Hardin.

BUTTE

Congratulations of the Butte Division to Mr. and Mrs. Mickey Doherty, on the birth of twins.

HAVRE

The Havre Division submits its first entry to *The Center Line* with Hub Price's phenomenal feat, a hole-in-one. This took place at the Cochran Golf Course, Indio, California while Mr. and Mrs. Price were enjoying a winter vacation. Hub used a 5 iron for the 155 yard hole and although his line was good he felt that his distance was short of the hidden green. Upon approaching the green and not being able to find his ball, one of his companions suggested looking in the cup for it. There it was, a golfer's dream come true.

Also of considerable merit is Mark Anderson's 12 lb. trout caught at Duck Lake during the past season. This fish was the fourth largest taken by fly nationally as recorded by the Field and Stream Magazine.

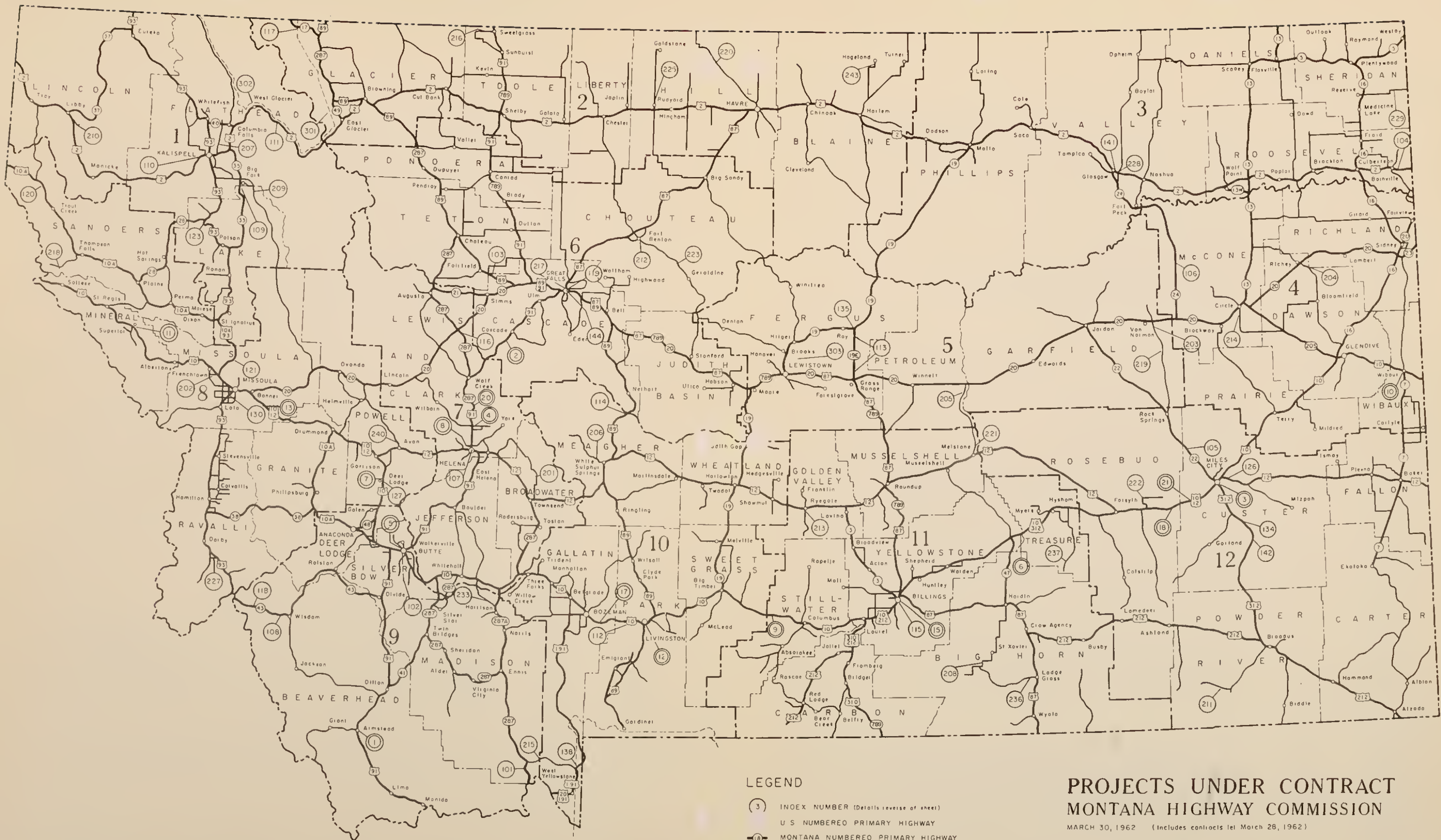
In Number	Project Number	Probable Completion Date		LENGTH, TYPE OF CONSTRUCTION AND LOCATION
		Date		
FEDERAL AID PRIMARY PROJECTS				
109	F - 102 (2)	6-30-62	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork) .	
110	F - 270 (11)	6-30-62	1,477 foot aluminum guard rail. (U. S. 93 - Kalispell North) .	
111	FHP 13-F6 *	1962	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier) .	
112	F - 185 (6) U 1	6-30-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - west of Livingston) .	
	F - 185 (6) U 3	6-30-62	0.3 miles fencing. (U. S. 10 - West of Livingston) .	
113	F - 26 (6) U 1 & F 333 (27)U1	6-30-62	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North) .	
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Neihart) .	
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings) .	
116	F - 238 (8) U 1	10-31-62	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek) .	
	F - 238 (8) U 2	10-31-62	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek) .	
117	NP 4A4 & 14 A *	1962	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier) .	
118	FHP 20 - B *	1962	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom) .	
119	U-F-FG 395 (4)	6-30-62	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North) .	
120	ROW F - 90 (5)	8-15-62	Fencing, Resetting 312 rods. (U. S. 10A - Northwest of Trout Creek) .	
121	F-FG 219 (16) U 2	10-31-62	One 173 foot prestressed concrete beam overpass - NP RY. (U. S. 10 A - Northwest of Missoula) .	
123	F - 191 (20) U 1	7-1-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson) .	
126	F - 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .	
127	F - 184 (14)	6-30-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .	
130	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.M.S.T.P&P RY and Clark Fork. (U. S. 93 - In Missoula) .	
134	F - 156 (11) U 2	6-30-62	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City) .	
135	F - 103 (10) U 1 & F 333 (28) U 1	7-15-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek. (Montana 19 - Roy Northeast) .	
138	FHP - 42 M *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone) .	
141	F - 144 (6) U 1	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee. (U. S. 2 - Glasgow East) .	
	F - 144 (6) U 2	7-31-62	Installation of traffic signals and lighting. (U. S. 2 - First Avenue North in Glasgow) .	
142	F - 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .	
144	F - 180 (4) & U - 277 (5)	6-30-62	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls) .	
	F - 180 (5)	9-30-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North. (U. S. 89 - Great Falls East) .	
FEDERAL AID SECONDARY PROJECTS				
201	S - 6 (4)	8-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend) .	
202	S - SG - 272 (2)	7-15-62	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown) .	
203	S - 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South) .	
204	S - 32 (11)	6-30-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast) .	
205	S - 399 (2)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek. (North of Melstone) .	
2	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Smith River. (White Sulphur Springs Northwest) .	
207	S - 7 (6) U 1	7-1-62	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .	
208	FLH - 9 (1) U 1	7-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .	
	FLH 9 (1) U 2	9-1-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .	
209	S - 65 (4)	7-1-62	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .	
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek. (Southeast of Libby) .	
211	S - 333 (2)	7-15-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus) .	
212	S - 290 (12)	7-31-62	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .	
213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River. (Ryegate South) .	
214	S - 238 (1) U 1	10-31-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South) .	
	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks. (Circle South) .	
215	ERFO - 40 (1) *	1962	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis) .	
216	S - 366 (6)	12-15-62	4.1 miles grading, drainage, and aggregate surfacing. (Sweetgrass West) .	
217	S - US 386 (1)	9-30-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Great Falls) .	
218	S 221 (2)	11-1-62	5.2 miles grading, drainage and aggregate surfacing (Thompson Falls Southwest) .	
219	S - 258 (3)	6-30-62	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs) .	
220	S 301 (8)	10-15-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Havre) .	
221	S 399 (1)	9-1-62	7.9 miles grading, drainage and aggregate surfacing. (Melstone North) .	
222	S 259 (2) U 1	11-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth) .	
223	S 290 (13) U 1	7-15-63	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northwest of Geraldine) .	
225	S - 13 (5)	6-30-62	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North) .	
227	S - 328 (1)	6-30-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby) .	
228	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North) .	
	S - 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South) .	
229	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve) .	
233	S - 167 (6)	7-1-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison) .	
236	S - 250 (3) U 1	7-1-62	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West) .	
237	S - 50 (4)	6-30-62	8.0 miles grading, drainage and aggregate surfacing. (South of Hysham) .	
240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon) .	
243	S - 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West) .	
OFF SYSTEM PROJECTS				
301	FHP-2-A2, B2, & 12-A2 *	1962	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) .	
302	NP-8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier) .	
303	R-AD-7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East) .	

* - - - - - Bureau of Public Roads Projects.



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LEGEND

- (3) INOE X NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

MARCH 30, 1962 (Includes contracts let March 28, 1962)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION	M In Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS				FEDERAL AID PRIMARY PROJECTS			
1	I 15-1 (11) 37 U 1	9-1-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - South to North of Armstead) .	109	F - 102 (2)	6-30-62	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork) .
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures. One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Horse Prairie Interchange, One 173 foot - Beaverhead River. (U. S. 91 - South to North of Armstead) .	110	F - 270 (11)	6-30-62	1,477 foot aluminum guard rail. (U. S. 93 - Kalispell North) .
	I 15-1 (11) 37 U 3	7-31-62	7.6 miles fencing and cattle guards. (U. S. 91 - South to North of Armstead) .	111	FHP 13-F6 *	1962	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier) .
2	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road. (U. S. 91 - South to North of Cascade) .	112	F - 185 (6) U 1	6-30-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - west of Livingston) .
	I 15-5 (13) 239 U 2	6-30-62	Four prestressed concrete beam structures. One 133 foot - Flintinger Interchange, One 82 foot - Frontage Road Separation, One 138 foot - South Cascade Interchange, One 123 foot - North Cascade Interchange. (U. S. 91 - South to North of Cascade) .	113	F - 185 (6) U 3	6-30-62	0.3 miles fencing. (U. S. 10 - west of Livingston) .
	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing. (U. S. 91 - South to North of Cascade) .	114	FHP 32 - 1 (1) *	1962	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North) .
3	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab junior grade separations. One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12. (U. S. 10 - Miles City - East) .	115	F - FG 228 (16)	11-30-63	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Nehart) .
	I 94-4 (6) 136 U 2	6-30-62	11.6 miles fencing. (U. S. 10 - Miles City - East) .	116	F - 238 (8) U 1	10-31-62	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings) .
	I 15-4 (6) 186 U 3	8-31-62	Three prestressed concrete beam structures. Dual 118 foot - County Road Separation. One 205 foot - Lincoln Road Interchange. (U. S. 91 - North of Helena) .	117	F - 238 (8) U 2	10-31-62	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek) .
4	I 15-2 (14) 127 U 1	9-1-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U. S. 91 - In Butte) .	118	HP 44A & 44 A *	1962	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek) .
	I 15-2 (14) 127 U 2	9-1-62	2.7 miles fencing. (U. S. 91 - In Butte) .	119	U-F-PG 395 (4)	6-30-62	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier) .
	I 94-1 (5) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River. (U. S. 10 - west of Hysham) .	120	HOW F - 90 (5)	8-15-62	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom) .
7	I 90-3 (8) 180 U 1	6-30-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .	121	F-PG 219 (16) U 2	10-31-62	One 1226 foot steel riveted plate girder bridge - GH RY and Missouri River. (U. S. 87 - ByPass - Great Falls North) .
	I 90-3 (8) 180 U 3	6-30-62	8.6 miles fencing. (U. S. 10 - North and South of Deer Lodge) .	123	F - 191 (20) U 1	7-1-62	Fencing, Resetting 312 rods. (U. S. 10A - Northwest of Trout Creek) .
	I 90-3 (10) 180	6-30-62	8.6 miles signing and delineation. (U. S. 10 - North and South of Deer Lodge) .	126	F - 86 (20) U 1	9-15-62	One 173 foot prestressed concrete beam overpass - HP RY. (U. S. 10 A - Northwest of Missoula) .
8	I-15-185 15-4 (4) 182 U 2	7-1-62	2.8 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange. (U. S. 91 - Helena - South) .	127	F - 184 (14)	6-30-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson) .
	I-15-185 15-4 (4) 182 U 4	6-30-62	2.8 miles signing and delineation. (U. S. 91 - Helena - South) .	130	F - FG 215 (7)	6-30-63	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .
	I 15-4 (5) 185 U 1	6-30-62	1.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .	134	F - 156 (11) U 2	6-30-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
9	I-15-185 15-4 (4) 182 U 6 & 115-4 (5) 185 U 2	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street Interchange. One 215 foot prestressed concrete beam bridge - Underpass - York Road Separation. (U. S. 91 - In Helena) .	135	F - 103 (10) U 1 & F 333 (28) U 1	7-15-62	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.M.S.T.P&P RY and Clark Fork. (U. S. 93 - In Missoula) .
	IG 90-8 (13) 395	11-30-62	1.3 miles fencing and cattle guards. (U. S. 91 - In Helena) .	138	FHP - 42 M *	1962	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City) .
	I 90-7 (8) 387 U 1 & 1-15-4 (8) 387 U 1	10-30-63	One 244 foot steel and concrete bridge - Overpass - HP. RY. (U. S. 10 - West of Columbus) .	141	F - 144 (6) U 1	7-30-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek. (Montana 19 - Roy Northeast) .
10	I-IG 90-8 (12) 388 U 1	9-30-63	5.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Frontage roads. (U. S. 10 - West of Columbus) .	142	F - 144 (6) U 2	7-31-62	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Graying Creek. (U. S. 191 - North of West Yellowstone) .
	I-IG 90-8 (12) 388 U 2	9-30-63	4.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Frontage roads. (U. S. 10 - West of Columbus) .	144	F - 156 (10) U 1 & F 156 (11) U 1	9-15-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee. (U. S. 2 - Glasgow East) .
	I 90-7 (8) 387 U 2 & I-IG 90-8 (12) 388 U 3	5-31-63	Four prestressed concrete beam structures. One 102 foot - Frontage Road Separation. Dual 133 foot - Reed Fork Interchange. One 101 foot - Berry Creek. Two 17 foot and one 21 foot concrete slab junior grade separations. (U. S. 10 - West of Columbus) .	201	F - 180 (4) & U - 277 (5)	6-30-62	Installation of traffic signals and lighting. (U. S. 2 - First Avenue North in Glasgow) .
11	I 90-7 (8) 387 U 3	6-30-63	5.9 miles fencing. (U. S. 10 - West of Columbus) .	202	F - 180 (5)	9-30-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
	I-IG 90-8 (12) 388 U 4	6-30-63	4.6 miles fencing. (U. S. 10 - West of Columbus) .	203			
	I 94-7 (4) 233 U 1	9-30-62	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and weigh station. (U. S. 10 - Dawson, Wibaux County Line to Wibaux) .	204			
12	I 94-7 (4) 233 U 2	9-30-62	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and cattle guards. (U. S. 10 - Wibaux to North Dakota State Line) .	205			
	I 94-7 (3) 240	11-30-62	Three prestressed concrete beam structures. One 163 foot - West Wibaux Interchange, One 286 foot - Beaver Creek, One 173 foot - East Wibaux Interchange, and fencing. (U. S. 10 - At Wibaux) .	2	S - 49 (7) U 1	9-1-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend) .
	I 90-1 (6) 43 U 1	7-15-62	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation. (U. S. 10 - North and South of Superior) .	207	S - 7 (6) U 1	7-1-62	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown) .
13	I-IG 90-7 (9) 327 U 1	9-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of irrigation and water supply facilities. (U. S. 10 - West and East of Livingston) .	208	FLH - 9 (1) U 1	7-1-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South) .
	I-IG 90-7 (9) 327 U 2	6-30-62	Ten prestressed concrete beam structures. Dual 113 foot overpasses - meet Interchange, Dual 251 foot overpasses - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Singingly Interchange, One 279 foot Underpass - East Interchange, One 210 foot Underpass - Mission Interchange. (U. S. 10 - west and east of Livingston) .	209	S - 65 (4)	7-1-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast) .
	I-IG 90-7 (9) 327 U 3	6-30-62	11.8 miles fencing and cattle guards. (U. S. 10 - west and east of Livingston) .	210	S - 32 (11)	6-30-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek. (North of Helstone) .
15	I-IG 90-2 (12) 118 U 1	6-30-63	Dual 350 foot steel girder overpass - NF RY. (U. S. 10 - Southwest of Bonner) .	211	S - 399 (2)	7-31-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Smith River. (White Sulphur Springs Northwest) .
	I 90-8 (10) 451	6-30-62	930 and 945 foot (dual) steel riveted plate girder bridges - Yellowstone River. (U. S. 10 - East of Billings) .	212			
	I-IG 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange. Dual 128 foot overpasses - Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - HP RY. (U. S. 10 - East of Bozeman) .	2	S - 49 (7) U 1	9-1-62	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .
18	I-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing. (U. S. 10 - East of Bozeman) .	207	S - 7 (6) U 1	7-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .
	I 94-4 (3) 114 U 1 & 1 94-4 (9) 119 U 1	9-15-62	6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - East of Forsyth) .	208	FLH - 9 (1) U 1	7-1-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .
	I 94-3 (3) 114 U 2	6-30-62	One 82 foot prestressed concrete beam bridge - Graveyard Creek. One 17 foot concrete slab, Junior grade separation - Stockpass. (U. S. 10 - East of Forsyth) .	209	S - 65 (4)	7-1-62	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .
20	I 94-3 (3) 114 U 3 & I 94-4 (9) 119 U 2	7-1-62	6.2 miles fencing. (U. S. 10 - East of Forsyth) .	210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek. (Southeast of Libby) .
	I 15-4 (9) 194 U 1	8-30-63	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Dual 118 foot prestressed concrete beam overpasses - Gatea of the Mountain Interchange. (U. S. 91 - North of Helena) .	211	S - 333 (2)	7-15-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus) .
	I 15-4 (9) 194 U 2	9-15-62	12.7 miles fencing and cattle guards. (U. S. 91 - North of Helena) .	212	S - 290 (12)	7-31-62	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .
21	I 15-4 (12) 207 U 1	9-15-62	3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - North of Helena) .	213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River. (Ryegate South) .
	I 15-4 (12) 207 U 2	7-31-61	Dual prestressed concrete beam structures. 113 foot - Sieben Interchange. One 63 foot treated timber bridge - Little Prickly Pear Creek on frontage road. (U. S. 91 - North of Helena) .	214	S - 238 (1) U 1	10-31-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South) .
	I 94-4 (8) 120 U 1	9-15-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Miles City) .	215	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks. (Circle South) .
107	I 94-4 (8) 120 U 2	6-30-62	One 173 foot prestressed concrete beam bridge - Underpass - Moon Creek Road Interchange. (U. S. 10 - West of Miles City) .	216	EFPO - 40 (1) *	1962	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis) .
	I 94-4 (8) 120 U 3	6-30-62	7.3 miles fencing. (U. S. 10 - West of Miles City) .	217	S - 366 (6)	12-15-62	4.1 miles grading, drainage, and aggregate surfacing. (Sweetgrass West) .
				218	S - W3 386 (1)	9-30-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Great Falls) .
101	FHP 60-A *	1962	8.9 miles grading, drainage, surfacing, and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis) .	219	S 221 (2)	11-1-62	5.2 miles grading, drainage and aggregate surfacing (Thompson Falls Southwest) .
	F - 207 (8)	9-1-63	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte) .	220	S - 258 (3)	6-30-62	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs) .
	F - 279 (4)	9-1-63	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - ByPass - In Butte) ,	221	S 301 (8)	10-15-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northaast of Havre) .
103	F - 65 (8) U 1	8-15-62	1.2 miles grading, drainage, aggregate surfacing, and bituminous surface treatment. (U. S. 89 - Southeast of Fairbault) .	222	S 399 (1)	9-1-62	7.9 miles grading, drainage and aggregate surfacing. (Helstone North) .
	F - 84 (30) U 1	8-15-62	10.9 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 2 - Bainville East) .	223	S 259 (2) U 1	11-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth) .
	F - 157 (16) U 2	7-31-62	One 102 foot prestressed concrete beam bridge - Grimes Creek. (Montana 22 - Northwest of Miles City) .	224			
106	F - 157 (16) U 1	10-31-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City) .	225	S 290 (13) U 1	7-15-63	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northwest of Geraldine) .
	F - 315 (15)	11-30-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck) .	226	S - 13 (5)	6-30-62	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North) .
	F - 214 (3) U 1	7-1-62	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .	227	S - 328 (1)	6-30-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby) .
108	F - 214 (4)	3-15-62	0.7 miles signing and delineation. (U. S. 91 - In Helena) .	228	S - 308 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North) .
	U - 249 (14) U 1 & U - W3 376 (3) U 1	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - G.H. RY. (U. S. 10 - ByPass - In Helena) .	229	S - 368 (14)	7-30-62	1.1 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South) .
	U - 249 (14) U 2 & U - W3 376 (3) U 2	7-31-62	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch. (U. S. 10 - ByPass - In Helena) .	230	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve) .
108	F - 42 (1) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West) .	231	S - 167 (6)	7-1-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison) .
	F - 42 (1) U 2	7-31-62	One 215 foot prestressed concrete beam bridge - Big Hole River. (Montana 43 - Wisdom West) .	236	S - 260 (3) U 1	6-30-62	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West) .
				237	S - 50 (4)	7-30-62	8.0 miles grading, drainage and aggregate surfacing. (South of Hysham) .
101	FHP 60-A *	1962	8.9 miles grading, drainage, surfacing, and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis) ,	240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon) .
	F - 207 (8)	9-1-63	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte) .	243	S - 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West) .
	F - 279 (4)	9-1-63	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - ByPass - In Butte) ,	OFF			
103	F - 65 (8) U 1	8-15-62	1.2 miles grading, drainage, aggregate surfacing, and bituminous surface treatment. (U. S. 89 - Southeast of Fairbault) .	301	FHP-2-A2, B2, & 12-A2 *	1962	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) ,
	F - 84 (30) U 1	8-15-62	10.9 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 2 - Bainville East) .	302	NF-8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier) .
	F - 157 (16) U 2	7-31-62	One 102 foot prestressed concrete beam bridge - Grimes Creek. (Montana 22 - Northwest of Miles City) .	303	H-AD-7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East) .
106	F - 157 (16) U 1	10-31-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City) .				
	F - 315 (15)	11-30-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck) .				
	F - 214 (3) U 1	7-1-62	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena) .				
107	F - 214 (4)	3-15-62	0.7 miles signing and delineation. (U. S. 91 - In Helena) .				
	U - 249 (14) U 1 & U - W3 376 (3) U 1	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - G.H. RY. (U. S. 10 - ByPass - In Helena) .				
	U - 249 (14) U 2 & U - W3 376 (3) U 2	7-31-62	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch. (U. S. 10 - ByPass - In Helena) .				
108	F - 42 (1) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West) .				
	F - 42 (1) U 2	7-31-62	One 215 foot prestressed concrete beam bridge - Big Hole River. (Montana 43 - Wisdom West) .				

* - - - - - Bureau of Public Roads Projects.

Tom Bulman and George Allison have just completed a Civil Defense Radiological Monitoring School conducted the past two Saturdays at Northern Montana College. Tom and George will set up a monitoring station to be located at the highway building west of Havre. They will be able to measure the fall-out level at any time and give a comprehensive picture for the area.

The monitoring course was given under the direction of Dr. O. E. Kjos of Northern Montana College and assisted by Dean Nelson of the Highway Department, Otto Stangel, William Brumley and Horace Borchert all of Northern Montana College.

Clarence Ratchye says that he will be able to sleep nights now knowing that Tom and George will be keeping everything under control.

MILES CITY

After 29 years of service to the State Highway Department Gerald Lester is free to roam, to hunt and to fish at will.

Gerald, or Jerry as he is affectionately known to his fellow employees, came to Montana from Wisconsin in 1907. He worked for various early day horse outfits from the Missouri River to the Wyoming border until entering the armed service during World War I. After being discharged he was employed by the Milwaukee Railroad until 1931. He began his employment with the Montana Highway Department at Miles City in 1933 and served continuously in the capacity of Division Office Manager until his retirement date of January 4, 1962.



A Retirement party in honor of Mr. and Mrs. Lester was held in Miles City at the Crossroads Inn December 4, 1961. Out-of-town guests included

Earle Parsons of Helena, Paul M. Johnson and Walter Liies of Billings, Mr. and Mrs. Bill Brittain, Mr. and Mrs. Bob Roundtree, Mr. and Mrs. Jack Riley, Wayne Monte and Arthur Kuntz all of Glendive. Local guests included Mr. and Mrs. Milo Lahn, Mr. and Mrs. Dennis Blunt, Mr. and Mrs. Earl Brown, Mr. and Mrs. Kenneth Haughwout, Mr. and Mrs. George Mickus, Mr. and Mrs. Arthur Braut, Mr. and Mrs. Ray Garland, Mr. and Mrs. Guy Hough, Mr. and Mrs. Dick Tobel, Mr. and Mrs. Joe Gallagher and Mr. and Mrs. Donald McRae.

On January 5, 1962 a farewell party for Jerry was given by his fellow employees in the Miles City Division who in token of their esteem presented him with an excellent pair of binoculars.

The Montana Highway Department and its employees, many of whom are personal friends of Jerry and his wife Laura, wish them many years of happiness in retirement.

Kenneth Haughwout was recently promoted to the position of Division Office Manager in Miles City Division. Mr. Haughwout has been employed by the department since 1946. Earl Brown has been promoted to the position vacated by Mr. Haughwout.

BOZEMAN

Bozeman Division Mechanic L. F. Hardie and his wife, Hazel, are making a three weeks' vacation trip to California in their new Chrysler.

Florence Hulburt of Bozeman is taking the place of Barbara J. McGuire, Clery-Typist, who is on leave.

GLENDIVE

Right of Way Department in District No. 4, Glendive, has another new employee, Richard Chrest, Draftsman, who began his employment with the state on February 1, 1962. We welcome him to our force.

Dean Knapp, Right of Way Agent, is the proud papa of a baby girl, born on February 8, 1962, her name is Linda Rae.

District 4, Glendive, was the scene of a District Field Seminar on February 27th and 28th. Attending were Division Engineers, Project Engineers, Resident Engineers, Soils Engineers and Office

Managers. Approximately 33 Highway employees were in attendance.

In cooperation with the Training-in-Service Department, Glendive also held an asphalt paving training course for approximately 28 engineering personnel on March 14th. This course was conducted by Mr. James Burton of the Asphaltic Institute.

March 5, 1962, Glendive, District No. 4, tried a new policy requested by Helena and by the American Association of Highway Officials for trial. These meetings are to be held for the purpose of giving the engineering personnel and the contractor and their men a chance to discuss future and present plans for the project by presenting any questions and problems at these particular meetings. District Engineer, Division Engineers, Resident Engineer, Project Engineer and any interested engineering personnel are to be present. First meeting of this kind was held at 10:00 A.M. in Wibaux with Albert Lalonde Company of Sidney who received the two contracts for interstate work in this area. Second meeting was held in same area at 2:30 P.M. with Eikhof & Sons, Company, Inc. from Minnesota, who received the contract for the structures in this area. These meetings proved very successful and interesting and covered many problems and answered many questions that are sure to help in future planning and work.

MISSOULA

The First of Many!



Pictured above is the first concrete pour marking the start of the Interstate Route in Missoula County. This contract is held by Watters Con-

struction Company, Inc. of Helena, which consists of a dual structure over the Northern Pacific Railway on the Piltzville-Clinton Road east of Missoula. There are approximately 58 miles of Interstate routing traversing Missoula County with the first grading contract scheduled for the spring letting.

On the left directing operations is Warren L. Hersman, Project Engineer, and on the right controlling the chute is Bert R. Salveson, Superintendent for Sletten Construction Company.

A Basic Engineering Course, under the direction of the Training-in-Service Department was completed March 22, 1962 with 11 certificates awarded. Robert D. Brock, Right of Way Agent II, was the instructor with 7 Highway and 4 Forest Service personnel completing the course.

William D. "Doug" Roberts retired April 1st after 10 years service spent mostly in the Division Soils Lab. One of his favorite hobbies is fishing and by the looks of the supply of flies presented by the boys in the lab he will be spending considerable time on the streams. Best wishes from all of us.

LEWISTOWN

George Hein has been transferred to the Billings Division as an Instrumentman. Good luck in your move and advancement George.



The above picture shows 3 retired highway employees talking over old times at a meeting in Lewistown. Left Enoch Carlson, Roundup; Center Vern Johnson, Ryegate; right, C. E. Cook, Lewistown.

BILLINGS

This southerly inspection business has sure been catching this winter. Our latest member to get the fever was Paul Johnson, District Engineer, who has just returned from a couple of weeks in Vegas and California. Paul won't brag on his dividends because of the Internal Revenue.



Above is a portion of our office lobby with the view enhanced by the presence of Mrs. Miller, radio operator, Mrs. Trythall, clerk, and Don Copley, Office Manager.

Three teams have decided to test their skills in the bowling tournament in Helena.



Miles Throop, Division Maintenance Foreman, received his 30-year pin this month. The pin is almost as pretty as Mrs. Mary David and Mrs. Gertrude Miller who helped with the presentation.

KALISPELL

Near Disaster

To the Maintenance Department spring means breakup of roads. In this case however it also meant breakup of *bridge*.

In the construction department we are always designing roads and bridges to combat the extreme

condition in all instances regardless of cost to prevent maintenance later on. However the case we refer to in this instance is the Polson Bridge and the practice at the time of construction was not preventive maintenance but to get across the river. The Polson Bridge was built in 1927 and is located at the southern tip of beautiful Flathead lake. This bridge is one of our more lengthy and widely used structures in the western part of the state. It is a vital link to the West and East Shore of the lake. There are 106 19-foot panels comprising the bridge for a total length of 2,014 feet, with a 21-ft. roadway and a 5-ft. pedestrian lane along the south edge.

Although there are piling located approximately 100 ft. on the upstream side to prevent floating debris and ice from battering the bridge piling full force, these are ineffective when the lake level is higher than the piling. Such was the case on the night of February 11, 1962. The current at this point, along with a strong northerly wind, combined to break loose the ice in the bay, which at this time was about 3 to 4 inches thick. As the ice drifted in the piling and over the supposedly protective piling, it began a sort of sawing action. The result, after an all night siege of this, was 6 piling and sway bracing broken off and 4 others so badly damaged they had to be replaced.



Mr. Wells, Division Engineer, received the report from some of the local residents in that area and immediately went to the scene of damage where he saw that it would be necessary to impose one-way traffic and place a 20 ton load limit over the bridge. A 24 hour guard was placed at the bridge because of its weakened condition and at times it looked as if the entire structure would collapse due to the battering of the ice. The swaying of the bridge was so intense that at one point a

woman crossing over abandoned her car in the middle of the bridge and ran away. A crane was used for a time with a heavy weight to attempt to break up the larger chunks of ice and thus prevent them from imposing added pressure on the already wobbly structure.

The piling have now been replaced and traffic is back to normal. Plans are to install ice breakers

to prevent a reoccurrence of this as the old bridge just couldn't stand another tussle of this type. Although everyone was rather concerned over this incident, Mr. Wells took it rather calmly. When quizzed about it he stated that it was just one of those problems that our wonderful maintenance department contends with every day.



MOUNTAIN MOVING

The large piece of equipment on the hill is drilling holes in the rock into which explosive will be inserted. Meanwhile, the shovel and loader await below to remove the loosened rock and dirt which will soon come tumbling down after the charge is detonated.

Subsequent to the taking of the picture, the top of the little rise on which the drill is operating, was blasted.

This Seiben North and South project, is one of the more difficult construction jobs in the whole state, but is being adequately handled by Bud King Construction Co. and McLaughlin, Inc.

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